AMENDMENTS TO THE CLAIMS:

The listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1-5. (cancelled)

6. (currently amended) A climate control method as ~~a~~ follow-up control system, ~~by means of~~ in which system an internal area temperature is controlled taking into account [the] an external temperature ~~of an external area from which an internal area medium which flows in is taken~~, by ~~determination and adjustment of the~~ determining and adjusting a blowing-in temperature of ~~the flowing-in~~ a medium flowing from an exterior to an interior, to [the] a nominal internal area temperature which is stored and is set by an occupant, with the medium first of all being cooled down and/or ~~subsequently~~ heated before flowing in, as a function of the external temperature ~~of the external area~~, the method comprising the steps:

~~with the step of~~

~~storage of a~~ storing the nominal internal area temperature value in a first memory,

~~characterized by the following steps:~~

(S1) ~~detection of~~ detecting the external temperature ~~of the external area, of~~ an actual internal area temperature and of the nominal internal area temperature setting, and ~~calculation of~~ calculating a first nominal blowing-in temperature as a function of the ~~outside~~ external temperature, of the actual internal area temperature and of the nominal internal area temperature setting,

(S2) ~~comparison of~~ comparing the calculated <u>first</u> nominal blowing-in temperature with a predetermined minimum blowing-in temperature, which is above [the] <u>an</u> icing-up temperature of [the] <u>an</u> air-conditioning system,

(S3) if ~~S2 shows that~~ the first nominal blowing-in temperature is above the predetermined minimum blowing-in temperature, carrying out climate control as

a function of the actual internal area temperature, the nominal internal area temperature, the ~~outside~~ <u>external</u> temperature ~~and, optionally, the solar radiation and/or the vehicle speed~~ by controlling the blowing-in temperature ~~and, possibly, an air mass flow~~,

(S4) if ~~S2 shows that~~ the first nominal blowing-in temperature is below the minimum blowing-in temperature, ~~determination of~~ <u>determining</u> whether the stored nominal internal area temperature setting and the stored nominal internal area temperature value in the first memory are the same, [and] <u>whereas if the setting is the same as the value,</u> ~~if this is the case,~~ return to S1,

(S5) if ~~this is not the case~~ <u>the setting is different from the value,</u> ~~determination of~~ <u>determining</u> a nominal internal temperature change from the difference between the stored nominal internal area temperature setting and the stored nominal internal area temperature value in the first memory,

(S6) if the nominal internal area temperature change has a value less than or equal to zero, ~~return~~ <u>returning</u> to S1, <u>TP</u> (S7) if the nominal internal area temperature change has a value greater than zero, ~~calculation of~~ <u>calculating</u> a second nominal internal area temperature as a function of the nominal internal area temperature change and of the <u>external</u> temperature ~~of the external area~~ in such a way that this results in an increase in the nominal blowing-in temperature,

(S8) ~~comparison of~~ <u>comparing</u> the first nominal blowing-in temperature and [of] the second nominal blowing-in temperature, and ~~selection~~

~~of the maximum value~~ <u>selecting the larger</u> of the first nominal blowing-in temperature and [of] the second nominal blowing-in temperature,

(S9) if the second nominal blowing-in temperature, ~~has not been~~ <u>is not</u> selected, return to S1,

(~~Step~~ S10), if the second nominal blowing-in temperature ~~has been~~ <u>is</u> selected, ~~closure of~~ <u>closing</u> an outlet valve for a predetermined time period, and then return to S1.

7.   (currently amended)   The climate control method as claimed in claim 6, <u>comprising</u> ~~characterized~~

~~in that the calculation of~~ <u>calculating</u> the second nominal blowing-in temperature ~~is carried out~~ as a function of the <u>external</u> temperature ~~of the external area~~ and of the nominal internal area temperature change on the basis of reference curves determined by measurement.

8.   (currently amended)   The ~~air-conditioning~~ <u>climate</u> control method as claimed in claim 6,
~~characterized in that~~
<u>wherein</u> the nominal internal area temperature value in the first memory is the last stored nominal internal area temperature as set by the occupant.

9.   (currently amended)   The ~~air-conditioning~~ <u>climate</u> control method as claimed in claim 7,
~~characterized in that~~

wherein the nominal internal area temperature value in the first memory is the last stored nominal internal area temperature as set by the occupant.

10. (currently amended) The ~~air-conditioning~~ climate control method as claimed in claim 6,

~~characterized~~

wherein ~~in that~~ the nominal internal area temperature value in the first memory is 22°C.

11. (currently amended) The ~~air-conditioning~~ climate control method as claimed in claim 7,

~~characterized~~

wherein ~~in that~~ the nominal internal area temperature value in the first memory is 22°C.

12. (currently amended) The ~~air-conditioning~~ climate control method as claimed in claim 8,

~~characterized~~

wherein ~~in that~~ the nominal internal area temperature value in the first memory is 22°C.

13. (currently amended) The ~~air-conditioning~~ climate control method as claimed in claim 9,

~~characterized~~

wherein ~~in that~~ the nominal internal area temperature value in the first memory is 22°C.

14.   (currently amended)   The ~~air-conditioning~~ climate control method as claimed in claim 6,

~~characterized~~

wherein ~~in that~~ the method is carried out separately in a multiple zone air-conditioning system for each separately air-conditioned vehicle area.

15.   (currently amended)   The ~~air-conditioning~~ climate control method as claimed in claim 7,
~~characterized~~

wherein ~~in that~~ the method is carried out separately in a multiple zone air-conditioning system for each separately air-conditioned vehicle area.

16.   (currently amended)   The ~~air-conditioning~~ climate control method as claimed in claim 8,
~~characterized~~

wherein ~~in that~~ the method is carried out separately in a multiple zone air-conditioning system for each separately air-conditioned vehicle area.

17.   (currently amended)   The ~~air-conditioning~~ climate control method as claimed in claim 9,
~~characterized~~

wherein ~~in that~~ the method is carried out separately in a multiple zone air-conditioning system for each separately air-conditioned vehicle area.

18.   (currently amended)   The ~~air-conditioning~~ <u>climate</u> control method as claimed in claim 10,

~~characterized~~

<u>wherein</u> ~~in that~~ the method is carried out separately in a multiple zone air-conditioning system for each separately air-conditioned vehicle area.

19.   (currently amended)   The ~~air-conditioning~~ <u>climate</u> control method as claimed in claim 6,

~~characterized~~

<u>wherein</u> ~~in that~~ the method is carried out separately in a multiple zone air-conditioning system for each separately air-conditioned vehicle area.

20.   (currently amended)   The ~~air-conditioning~~ <u>climate</u> control method as claimed in claim 7,

~~characterized~~

<u>wherein</u> ~~in that~~ the method is carried out separately in a multiple zone air-conditioning system for each separately air-conditioned vehicle area.

21.   (currently amended)   The ~~air-conditioning~~ <u>climate</u> control method as claimed in claim 8,

~~characterized~~

<u>wherein</u> ~~in that~~ the method is carried out separately in a multiple zone air-conditioning system for each separately air-conditioned vehicle area.

22. (new) The climate control method as claimed in claim 6, further comprising, if the first nominal blowing in temperature is above the predetermined minimum blowing-in temperature, carrying out climate control as a function of, additionally, at least one of solar radiation and vehicle speed by controlling, additionally, an air mass flow.